



MTC Study on Parking Policies to Support Smart Growth Case Study Questionnaire Preliminary Information

Please fill out the following questionnaire on behalf of your applicant agency. In addition, please attach the following:

1. A map showing the boundaries of the proposed study area (photos optional).
2. A cover letter/statement from your City Manager expressing interest in participation as a case study.

Send the completed form and attachments to Valerie Knepper at vknepper@mtc.ca.gov or fax to (510) 817-5848.

Part 1 - GENERAL INFORMATION	
a. Agency Applicant (City/County)	City of Hercules / Contra Costa
b. Contact Info for Applicant	Name: Stephen R. Lawton Phone: 510-799-8233 Email: slawton@ci.hercules.ca.us Address: 111 Civic Drive Hercules CA 94547
Part 2 - STUDY AREA INFORMATION	
a. Describe the proposed study area by geographical boundaries/streets. Estimate size in city blocks (between 8 and 24 blocks is recommended). The initial proposed study area is Central Hercules, approximately 400 acres. As indicated on the attached map, the Central area is generally the valley floor of Refugio Creek west and north of Interstate 80 in Hercules, and south of SR4 east to the Willow Avenue overpass. [Map attached.] The area was undeveloped until 2001, and still includes a significant amount of undeveloped land. Development is anticipated soon to occur, and the anticipated development will be guided by smart parking policies. New blocks will be created on the undeveloped parcels. Therefore, it is difficult to estimate the number of blocks that will be affected. A rough estimate yields 15-20 blocks or block faces to be subject to non-residential parking demand. At the outset of the study, we propose to define the geographic scope in terms suitable for MTC's purposes in the study.	b. Is the study area based on an existing or potential transit village, redevelopment area, or other special designation in the General Plan or zoning? Yes, the Central Hercules Plan, Chapter c. Does the study area involve significant amounts of property owned by your agency or other public entities (e.g. BART, Caltrans)? Yes, it includes a 6.5 acre BART parcel, a 8.5 acre City parcel, a 5 acre City parcel, a 5 acre CalTrans parcel, and several other CalTrans rights of way, easements and parcels.

- d. Briefly describe the predominate character of the Study Area – downtown/office/neighborhood, transit station area, type of land use (mixed use/commercial/residential), university/institutional area, urban/suburban/small town.
Rapidly-developing center of a bedroom suburb, in the core Bay Area conurbation, being directed by policy to develop in an urban pattern with legible neighborhood centers, including two transit-oriented centers.
- e. List the name(s) of the transit providers serving the study area and characteristics (e.g., includes area around BART station, includes 2 major SamTrans bus lines).
Includes park-and-ride facility supporting WestCAT express bus to BART; includes WestCAT direct express bus to San Francisco; includes local WestCAT bus service; includes future Capitol Corridor + WestCAT + WTA Bay Ferry terminal; includes future new expanded terminal for WestCAT express, direct and local bus service; includes new station location for BART light rail extension.
- f. Describe pedestrian characteristics of the study area (e.g., heavy pedestrian use during commute hours/weekends).
Light to moderate pedestrian trips to/from work and school; light pedestrian trips for recreation on weekends. Current pedestrian usage determined by lack of origins/ destinations in the study area; anticipate swift increase in future conditions as origins/destinations are constructed.
- g. Is there recent land use and/or parking data available for the study area? Please indicate source and date of information (e.g. Specific Plan for the Study Area, November 2005).

Land Use Information General Plan 1998; Central Hercules Plan 2001; Waterfront District Master Plan 2001; numerous recent project approvals
Parking Conditions no recent data compiled in a single source

Part 3 - TYPE OF PARKING ISSUES IN STUDY AREA

a. Parking conditions in study area (check all that apply):

- | | |
|--|--|
| <input checked="" type="checkbox"/> Most parking is on the street | <input type="checkbox"/> Study area includes public parking garages |
| <input type="checkbox"/> Most parking on the street is metered | <input type="checkbox"/> Study area includes private parking garages |
| <input checked="" type="checkbox"/> Parking for transit use extends beyond lot | <input checked="" type="checkbox"/> Parking garages are under consideration/construction |
- Who owns and operates the majority of the off-street parking in the study area? private, on-site for buildings

b. Key Concerns (check all that apply):

- | | |
|---|--|
| <input type="checkbox"/> Businesses concerned with lack of customer parking | <input checked="" type="checkbox"/> Residents concerned with parking in neighborhood |
| <input type="checkbox"/> Employees concerned with difficulty parking | <input checked="" type="checkbox"/> Developers concerned about parking requirements |
| <input checked="" type="checkbox"/> Congestion/safety concerns | <input checked="" type="checkbox"/> Public financial concern |
| <input checked="" type="checkbox"/> Enforcement Issue | <input type="checkbox"/> Code Issues |
- ☐ Other (please describe) adequacy of parking supply for anticipated commercial uses; adequacy of parking supply for anticipated transit users arriving from outside study area;

Part 4 - CASE STUDY PARKING POLICY AND PROGRAM INTERESTS

a. What is your overall goal of this parking study? What do you consider the ideal outcome?

Present policy decisions to City Council, including financial consequences of investment decisions with respect to municipal / redevelopment provision of parking structures through developers subsidies and with respect to direct public, local investment in parking related to two major transit facilities soon to be delivered.

b. The following is a list of candidate strategies that may be considered in the case studies. Please rank the top 5 that you think have the most potential in your study area (1 = highest, 5 = lowest).

- A.2 **Pricing parking:** Implements prices strategies on parking spaces to better allocate parking as a scarce resource – can be used to manage parking by user groups (e.g. discouraging employees from parking in the premium parking spaces for retail customers).
- B. **Residential/Employee Permit Programs:** Categorically restricts the use of on-street spaces to certain groups, may be used to reduce “cruising” for spaces, spillover into residential or commercial areas.
- C. **Use of Shared Parking/Time Restriction Plan:** Maximizes the efficient use of a parking space by establishing shared uses for groups with different time-of-day parking requirements.
- D.1 **Parking Benefit Districts:** Provides return of monies to neighborhood and commercial districts based on parking revenues generated in the district, funds to be used for improvements in the area.
- E.4 **In-lieu parking fees:** Allows developers to “buy out” their requirement to provide on-site parking, with revenues going to a fund to provide parking or other improvements.
- F. **Parking “cash-out”:** Allows employees to get an equivalent cash value instead of a parking space.
- G. **Provision of Bicycle /pedestrian amenities:** Provides safe, secure parking for bicycles, amenities for pedestrians as an incentive for lessening the use of the private automobile.
- H.5 **Reduced minimum parking requirements:** Reduces parking space requirements based on reduced demand due to transit oriented location, lower vehicle use population, provision of car sharing, etc.
- I. **Maximum parking requirements:** Provides caps on the amount of parking for an area.
- J.3 **“Unbundling” parking:** Separates out parking charges from land use charges (rent or purchase cost) - applicable to both residential and commercial development.
- K. **Use of New Technologies:** Implements new parking technologies for variable pricing, parking revenue collection and for managing parking supply.
- L. **Other candidate strategies (please describe):**

c. Identify key stakeholders or groups who would be involved in the drafting, adoption and implementation of new parking policies. Describe the prevailing outlook regarding smart growth oriented parking policies and development in the study area.

- Key stakeholders include developers, residents, transit users, transit agencies, regional agencies such as CalTrans

concerned with congestion relief on I-80, adjacent Cities in west Contra Costa County, the Alameda and Contra Costa CMA's, and cities located on San Pablo Avenue.

- Prevailing outlook includes strong support from City Council and Planning Commission based on informed awareness of role of parking in delivering a functional urban fabric; a planning framework with two Form Based Codes adopted as ordinances; several outstanding funding requests to State and Federal